

1871/1911/185  
IS MORNING.

# DOUBLE-HEADER TRAIN CRASHES INTO DERAIL

**Three Terre Haute Men Killed In Wreck of  
No. 6 Near Martinsville, Ill., Early This  
Morning—Seven Persons Injured**

## OFFICIAL PROBE IS BEGUN

### THE DEAD.

**ENGINEER DANIEL J. WALSH**, 1537 Ohio street, Terre Haute.  
**ENGINEER GEORGE H. MUENCH**, 657 Third avenue, Terre Haute.  
**FIREMAN E. F. ZIMMERMAN**, 2618 Garfield avenue, Terre Haute.

### THE INJURED.

**FIREMAN EDWARD HAPER**, 1330 Maple avenue, Terre Haute.  
**J. D. ETTER**, mail clerk, Covington, Ohio, badly burned.  
**ALBERT T. HARDWICK**, mail clerk, Coshocton, Ohio, burns on body  
and lacerated right fore arm.  
**ROY J. FLORY**, mail clerk, Covington, Ohio, contusion right leg.  
**LEWIS F. ORAHWOOD**, express messenger, Columbus, Ohio, left  
arm and chest bruised and cut by eye.  
**S. J. PARKINSON**, mail clerk, Columbus, Ohio, cut and bruised.  
**EDWIN B. HESSER**, passenger, Los Angeles, Cal., slightly injured.

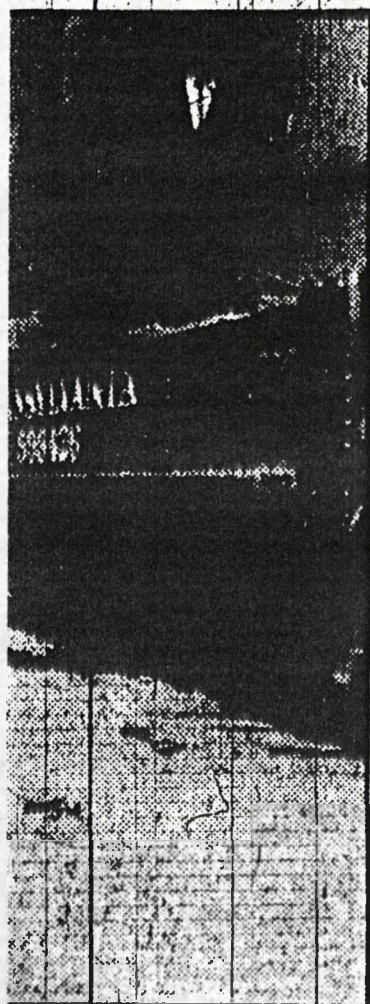
Three persons were killed and seven injured when Pennsylvania passenger train No. 6, the Manhattan express, due here at 5:30 o'clock from St. Louis, running as a double-header, left the rails at Dupont siding, two miles west of Martinsville, Ill., this morning, while running at a rate of sixty miles an hour. The wreck occurred at 4:27 o'clock.

The wreck is believed to have been caused by a defective frog leading to the siding. Officials on the scene, however, declined to discuss the possible cause of the wreck, stating that a thorough investigation must be made before any official statement can be issued.

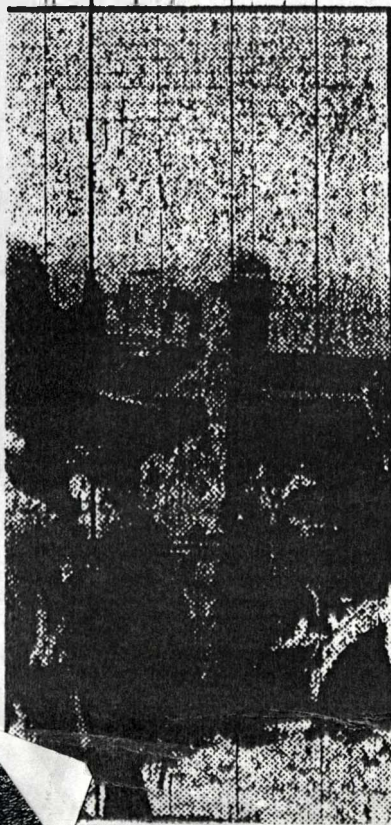
Both engines of the double-header were overturned and two express cars, two mail cars and one mail storage car were derailed and piled in twisted masses of steel and iron. Seven passenger cars remained on the rails and were later detoured over the Big Four from Mattoon.

**Brought To Hospital Here.**

All of the injured persons were brought to St. Anthony's hospital.



VEST OF TERRE HAUTE.







DERAILED, TURNED OVER



MAUK, WHO WAS SERIOUSLY

## WHEEL BANDIT AGED TO STABLE

of Fort Wayne Murder Sus-  
pect Found In Search For  
Dual Slayer.

WAYNE, Ind., May 14.—The bandit, whom officials believe slayer of Miss Kathryn Herge \$5, and Howard Fisher, both of this city, lived in a on Pontiac street, between the the Pontiac street paving and cyne Trace paving. ng the haunt of the bandit, accused of at least ten hold- parked motor cars and whose tracks were found at the scene dual murder, officials have cen- help investigation of the murder the man. as confessed today little had earned of him and that his whereabouts are shrouded in y. left the city the night of the

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Mattoon.

## Brought To Hospital Here.

All of the injured persons were brought to St. Anthony's hospital here, in Hickman's ambulances, except Fireman Haper, who was taken to a hospital at Effingham, Ill.

The engines and cars left the rails at the frog on the left-hand side of the main line, and crashed into an empty steel coal car which was standing on the siding, knocking the coal car fully 200 feet down the right-of-way. The engines then turned over and over apparently, coming to a standstill about 200 feet from the place where they had left the rails. The two express cars, pulled immediately behind the engines were slightly telescoped and the mail cars and mail storage car rode the ties but remained upright.

The switchpoints were examined by officials on the scene and, while no statement was forthcoming regarding the condition in which they found the points, it was indicated that they were in perfect shape. This fact strengthens the belief that the engines and cars passed safely over the switchpoints and were derailed at the frog, approximately thirty feet from the switchpoints.

### Farmer Tells of Wreck.

W. M. Mauk, farmer, living a hundred yards west of the scene of the wreck, told a Tribune reporter that he had just awakened when he heard the fast express pass his house. An instant later, he said, he heard a terrible crash. Running to the rear door of the house he observed clouds of smoke and steam and heard the screams of frightened women. He finished dressing and started to investigate. Steam from the engines kept him from approaching the wreck.

Conductor Silas Litteral of Indianapolis came running up to Mauk and asked where he might find a telephone. Mauk returned with the conductor to his home, from where the conductor

reported the wreck to the dispatcher's office at Terre Haute. Mrs. Mauk then threw her home open to the injured, as well as the passengers, and with the aid of several of the women passengers, less frightened by the tragedy, prepared hot coffee and light breakfasts for the passengers, and otherwise comforted the frightened victims.

### Train Is Detoured.

The passenger cars were later returned to Effingham and sent over the Illinois Central to Mattoon, from where they were sent to Terre Haute over the Big Four railroad.

The engines were a mass of twisted iron and steel, and the first two cars were badly battered. The rails for a distance of 300 feet were torn up and twisted, like one would twist wire with the hands. A wreck train, in charge of C. E. Woodruff, arrived from Terre Haute shortly after the wreck and began the work of clearing the right-of-way. At 10 o'clock a wrecker arrived from the west to assist in the work. Gangs of workmen were placed at work repairing the track, while the giant cranes struggled to place the wrecked engines and cars back upon the rails.

### Victims Scalded To Death.

The two engineers and Fireman Zimmerman, of the lead engine, were found in the cab scalded to death. Engineer Haper, of the second engine, was found in the cab of his engine seriously scalded. Reports from the Effingham hospital, several hours after the wreck, said that Haper may survive.

Several Pennsylvania officials from Terre Haute, including Tabor Hamilton, superintendent of the St. Louis division; O. J. Tipton, assistant train master, St. Louis division; J. H. Kelly, train master, St. Louis division; E. J. Riddle, road foreman of engines, and C. C. Hasfurther, division operator, rushed to the scene immediately after the wreck was reported.

The officials gave much time to the inspection of the frog, believed to have caused the derailment, measuring

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## STUDENT ROBBED BY LONE BANDIT

Huran Harrison, a Normal school student, was held up and robbed Wednesday night, near an alley in North Eighth street, between Cherry and Mulberry streets, escaping with \$4 in cash, although the police scoured the vicinity.

Harrison was walking south in Eighth street and met the bandit near the mouth of an alley on the east side of the street between Cherry and Mulberry streets. The stickup man jabbed a revolver into Harrison's side and demanded his money, continuing north in Eighth street after the robbery. Motor Officers Scott and Shumard were rushed to the place and combed the neighborhood, but the bandit had made good his escape.



Publication, hi-jackers and law enforcement officers were waging a triangular war today for control of San Pedro harbor.

Police and federal prohibition agents, who admitted they had little success in stemming the flow of illicit liquor from five vessels lying off the coast between here and San Diego, declared they had evidence to show that hi-jackers were making it hot for the rum smugglers. One gun battle was reported.

## ACCIDENT VICTIM SUES FOR DAMAGES

Esther Miller filed a suit Thursday in Superior Court No. 2, asking for a judgment for \$10,000 against the city of Terre Haute and the Terre Haute Transfer company. She alleged that on Jan. 31, 1923, as she was being taken from her home on North Sixth street to 117 South Twenty-second street she sustained serious injuries. They were caused by the taxicab owned by the transfer company hitting holes in South Twenty-second street. The holes were there because of the negligence of the city, the plaintiff charged.

### U. C. T. CONVENTION OPENS.

ANDERSON, Ind., May 14.—The annual state convention of the United Commercial Travelers opens here this afternoon with a conference of secretaries from nineteen Indiana councils. Tomorrow's sessions will be devoted to business and a dance. One thousand visitors are expected to be in attendance. Saturday, the final business session will be held, after which a trip of inspection will be taken through the Indiana state reformatory at Pendleton.

### POSSE SEEKS HIGHWAYMEN.

HOPKINSVILLE, Ky., May 14.—Several hundred farmers joined a man hunt today seeking two highwaymen who had disarmed two deputy sheriffs and fled in a stolen automobile. One of the men is believed to have been wounded. The two men held up Will Morris here yesterday, later discovered two officers, disarmed them and escaped.

## TALKS TONIGHT AT HOTEL DEMING



## DOUBLE-HEADER TRAIN WRECKED

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distance from the frog to the first imprint of the engine's drivers on the ties, several times, and discussing the condition of the frog at length.

### Give Versions of Wreck.

Injured victims of the wreck when seen at St. Anthony's hospital this morning could give little information regarding the cause of the derailment.

James Etter, one of the mail clerks, of Covington, Ohio, said that he was sitting down reading a newspaper when the crash came.

"I was afraid that the letter cases would fall on me, not that they were insecurely fastened, but the way the car was rocking I knew anything the least bit loose would ramble around over the car. I guess I must have been the loosest thing because the next I knew I was in the front end of the car and the letter cases had fallen together over my head, making a bridge. Then the steam from the engine came through.

"You see the express car, which was between our car and the engine, had run off to the side and our car was jammed against the tender."

Etter was painfully burned about the upper extremities by the steam from a burst steam pipe on the engine but despite his suffering he was pleasant and jovial. He had a slash just below his right knee.

"For goodness sakes, boy," he said to the reporter, "Don't report my injuries any worse than they are. Tell folks just how I am injured for the folks at home will be worried bad enough, thinking I'm much worse hurt than I am. Tell them just the way it is and they won't worry so much."

Lewis F. Orahwood, the express messenger, of Columbus, O., said he had just set down on his "k" when the car started to turn around and head toward St. Louis, from whence it had come.

"I got a cut here on my eye and something squeezed my chest and left arm, but what it was, I don't know. Everything happened too quick for me to figure it out now."

Edwin Bower Hesser of Los Angeles first told the doctors at the hospital that he represented the Hearst News Service and that he was traveling from Los Angeles to New York.

He was asked why the Hearst service was sending him across the continent. Then he said he represented the Hesser Photo News Service, which sells pictures to Hearst. He complained of a wrenched or broken collarbone. A doctor examined him and found nothing wrong. He objected seriously to submitting to an X-ray picture, but finally was prevailed upon to pose. He immediately left the hospital.

### ALLEGED SWINDLER HELD; FIND CHECKS WORTHLESS

CLINTON, Ind., May 14.—John E.

## COURT CONTINUES CO-OP MINE CASE

Continued From Page One.

the right of union officials to interfere in any way with the co-operative mining in the state.

### Court Reprimands Lewis.

During the cross-examination of Mr. Lewis by W. A. Cullon, attorney for the plaintiff, the international president was reprimanded by Judge Baltzell for the manner in which questions had been answered and was told that "no monkey business" or "foolishness" would be tolerated.

William Kelley, financial secretary of local 241 and a director in the East Side company, testified that the miners working in the Tecumseh received wages in strict conformity with the "Terre Haute wage agreement." He also said that should the charter of his local be revoked it would mean the closing down of the mine.

When the plaintiff attempted to place Phil H. Penna of Terre Haute, secretary-treasurer of the Indiana Bituminous Coal Operators' association, on the stand, Judge Baltzell, on objections made by defense counsel, ruled that the operators were not involved in the controversy and Penna was dismissed from the witness stand.

Charles Diehl of Petersburg, a mine foreman, who worked for fifteen years at the Tecumseh mine, former superintendent of the mine before it was operated co-operatively, testified that the labor cost of mining coal had been from \$1.25 to \$1.59 a ton, with the total production cost ranging from \$1.79 to \$1.85 a ton. Diehl said that during the period he had been employed at the mine miners did not do their own "jerryman" work or timbering.

James Little of Bicknell, mine foreman for the East Side Coal company, testified that he had not any controversy over wages of a miner, Joe Nomady of Bicknell, who had previously testified that he had been compelled to work three hours and had received pay for only two hours under the "co-operative management."

James E. Pauls and John Coughlin, both of Bicknell, union miners, who

had attended national headquarters that the complying agreement had been in effect.

Other witnesses were Mr. Howe, ley Harris of identified with the East Side veyance of Howe-Coul Panhandle Wesley the Panha that the had protection of the mine had tively.

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